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Portland Ore.
June 13, 1952.

Mr. J. J. Winn Jr., Gen'l Mgr.
The Port of Portland
Portland, Ore.

Dear Sir:

The following is a report of activities at the Port of Portland Drydocks at St Johns and Swan Island during the month of May 1952.

St Johns Drydocks:

No. 1 drydock was occupied 679.5 hours out of a possible 744 hours or 91.4% of the total time.

No. 2 drydock was occupied 702 hours of the month or 94.4% of the total time.

Berthing spaces at St Johns were in use 17% of the total possible foot days.

An increased amount of carpenter work was found to be necessary at St Johns to maintain the piers and particularly the stringers under the locomotive crane track.

A survey of the safety equipment was made at St Johns. All fire hoses and turrets were tested; several hoses were found to be leaking badly and were replaced with new hoses.

Life buoys were ordered to be placed near each end of each drydock on the three piers.

Swan Island Drydock:

Swan Island drydock was occupied 702.5 hours of the month or 94.4% of the total time.

Berthing spaces at Swan Island were in use 63% of the total foot days.

Extensive repairs to decking and bent caps in way of crane rail support beam are under way; this has been covered in a separate memo dated May 27, 1952.

Spare blocking for the drydock was moved from its former location to a new spot near sub-station "B" to clear a working area for the contractor installing the whirley crane transfer track between the new pier and the outfitting dock.

Filling of whirley trolley slots in the parking area has been completed for the time being since steel for the new pier has been stored over the only portions remaining to be filled.

Sandblasting and painting a five foot strip at the water line of YFD-69 has been completed except for the portion under the aprons.

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Swan Island Drydock: (cont'd.)

All hoses and fire equipment tested this month and found satisfactory.

One man from the crew was appointed safety inspector for the month, this duty will pass from man to man on a monthly basis with the understanding that safety is still the function of all hands.

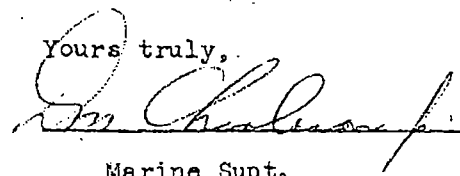
Life jackets were purchased and orders given that they shall be worn by any Port employee who is working on rafts, fender logs or in an open boat.

Dry Dock Operations:

The following dockings and undockings took place during the month.

<u>Docking Number</u>	<u>Date Docked</u>	<u>Names of Vessels</u>	<u>Date Undocked</u>	<u>Dock Number</u>
- 5159-185	5/1	Tug Winquatt	5/1	N
- 5160-	5/1	USS ATA 212	5/8	2
- 5161-186	5/2	S/S Harpagon	5/4	N
- 5162-187	5/4	S/S Karen Olson	5/5	N
- 5163-188	5/5	S/S Robert E Clarkson	5/7	N
- 5164-189	5/7	S/S Wyoming	5/10	N
5165	5/9	USS ARD 30	5/20	2
- 5166-190	5/10	S/S Gladiator	5/11	N
- 5167	5/10	Barge YB 16	5/10	1
- 5168	5/12	USS PC 1138	(6/6)	1
- 5169	5/12	USS LSSL 74	5/19	1
- 5170-191	5/12	S/S Seafaith	5/15	N
- 5171-192	5/15	Dredge Biddle	5/26	N
- 5172	5/19	USS LSSL 82	5/26	1
- 5173	5/20	USS PC 786	5/29	2
- 5174	5/20	USCG Bluebell	5/27	2
- 5175	5/26	USSL 13	(6/6)	1
- 5176-193	5/26	S/S Alexander White	5/27	N
- 5177	5/27	Tug George M Brown	5/29	2
- 5178-194	5/27	S/S Richmond M Pearson	5/29	N
- 5179	5/28	Tug Klickitat	5/28	2
- 5180-195	5/29	S/S Frederick Bouchard	(6/2)	N
- 5181	5/28	Tug Leland James	5/29	2
- 5182	5/29	USS PC 1242	(6/9)	2
- 5183	5/30	Tug ATA (no number)	5/30	2

Yours truly,



Marine Supt.